

Transportation Solutions Defense and Education Fund

P.O. Box 151439 San Rafael, CA 94915 415-331-1982

October 2, 2015
Posted to:
2030targetsp-ws

Mary Nichols, Chair
California Air Resources Board
P.O. Box 2815
Sacramento, CA 95812

Re: Scoping Plan Update to Reflect the 2030 Target

Dear Ms. Nichols:

The Transportation Solutions Defense and Education Fund, TRANSDEF, is an environmental non-profit advocating for the regional planning of transportation, land use and air quality, with a focus on climate change. We strongly support ARB's efforts to design programs to achieve the state's GHG emissions reduction targets. We are proud that California wants to demonstrate to the world how to do it. We hope you find our outsider perspective as real-world transit advocates useful as you update the Scoping Plan.

The Disconnect Between Local Policy and State Policy

We listened to the webcast of ARB's kickoff public workshop for the Scoping Plan Update to Reflect the 2030 Target. TRANSDEF appreciated yesterday's Transportation and Land Use presentations as well thought-out and comprehensive policy solutions. The policy team is fully equipped to lead the parade, as California transforms itself to meet the requirements of climate change.

The problem is, no one at the local level is following them. The day-to-day realities of the climate-hostile fields of transportation and infill development are entirely disconnected from the State's climate policies. As a glaring example, just today, we received a copy of a letter from a county's Transportation Commission (attached) in response to a Sierra Club inquiry as to how its new countywide transportation plan would approach the Executive Orders on GHG emissions reduction. The letter asserts that "... state emission reduction requirements do not directly apply to local agencies ..." Its Plan goals are entirely silent about GHG emissions reductions.

Especially galling about this Commission's stance is its repetition of climate change-related claims that we informed them to be false last year. 67% of the GHG reductions claimed in the letter come from Scoping Plan measures. The Plan's "contribution" to GHG emissions reduction was its increased VMT, which nearly wiped out the Scoping Plan reductions. Please note that the claimed 24% reduction is in per capita terms

rather than total emissions reductions, thereby avoiding the question of the Plan's impact on global warming. All of this is contrary to the legislative intent of SB 375, which called for local reductions on top of Scoping Plan measures.

In short, there is no commitment in this county's transportation planning to addressing the climate emergency--and the same is probably true for all the other California counties. The consequences of this willful omission are dire, as counties set the priorities for regional transportation plans, which program vast amounts of transportation funds. A very large percentage of transportation funds statewide are still devoted to building infrastructure that locks-in California's dependence on solo driving, resulting in permanently increased VMT and resultant GHGs.

This disconnect, where local agencies expect the State to do all the heavy lifting, where most large transportation projects result in increased GHGs, where MPOs successfully pressure ARB to adopt regional emissions reduction targets low enough to allow them to evade fundamental change, and where approved densities in infill development are set so low that they don't support transit effectively enough to promote mode shift, will be fatal to achieving the Executive Order targets. **Practitioners of the status quo need to be dragged into alignment with the State's climate change policy framework.**

The California Transportation Commission and Caltrans

While this author assisted in two updates to the CTC's Regional Transportation Plan Guidelines in response to AB 32 and SB 375, the agency remains oblivious to climate change. It continues merrily building highways. Caltrans, under the mandate of SB 391, produced the draft California Transportation Plan 2040, which lays out a viable plan to achieve the State's 2050 emissions reduction goals. However, the Caltrans Districts are all business-as-usual, not recognizing the fundamental truth that the more pavement there is, the more people's mode choices will default to driving alone. This is exactly the wrong direction for our State.

Resistance from agencies on the local, regional and state levels is so strong that the Governor's leadership is very much needed. For the needed shifts in transportation professionals and in public opinion, he needs to instill a very public sense of mobilization on behalf of the climate.

When Do We Start Reducing For Real?

A huge unanswered question in transportation is "When will agencies finally have to set aside their backlogs of capacity-building projects, and get with the climate change program?" Agencies use Committed Projects policies ("If it was in the last RTP, we don't reevaluate it--it automatically goes into the next RTP") as a means of locking in the status quo. ARB needs to collaborate with OPR to set a date certain, after which agencies are required to analyze all capacity-increasing transportation projects from a climate change perspective.

Capacity-adding projects directly harm the State's efforts to reduce VMT and GHGs. Despite the profound change in the direction of state policy, a large majority of funding continues to flow to climate-hostile projects. The State's resources are controlled by rogue agencies that countermand its own policies. The State must insist that all

agencies cooperate in the fight against climate change. ARB should recommend that the CEQA Guidelines be amended to exclude all committed yet unbuilt projects from the Existing Conditions baseline. That will ensure that their impacts are analyzed. Alternatively, the rescission of Committed Projects policies could be a requirement of receiving GGRF funding.

Sales Taxes

Congestion management agencies adopting sales tax expenditure plans continue to act like they've never heard of SB 375 (see the discussion above of the attached letter). Because sales taxes now make up roughly half of all transportation funding in the State, it is critical for the State to establish a legal framework where sales taxes must be consistent with State policy. The most obvious method is via CEQA review of policy consistency. The requirement to do CEQA review of such plans has slipped, under unfortunate appellate rulings such as *City of South Pasadena et al. v. LACMTA* (2010) B22118. ARB needs to recommend legislation to reverse these decisions. Active CEQA enforcement by the Attorney General (e.g., SANDAG's RTP) needs to be a prominent part of the Scoping Plan.

Amazingly, local agencies are claiming their transportation plans are exempt from CEQA. (See attached letter. Also, the Santa Clara Valley Transportation Authority adopted its VTP 2040 plan on its consent calendar, without environmental review.) Unless this trend is stopped cold, local jurisdictions will undo all the good work done by ARB in reducing emissions to meet the 2035 and 2050 targets. Because many sales taxes are planned for the November 2016 Presidential election, and because these taxes will lock in project lists for at least 20 years, it is critical that the State act quickly to prevent another crop of VMT-increasing taxes.

Congestion

It is critical that ARB deeply understand the roots of today's transportation problems. America was sold a glowing vision of suburban freedom by the auto industry. These expectations shape our transportation decision-making, yet remain invisible. It simply is no longer true that one can jump in their car and get to their destination in a reasonable amount of time. The reality of physical and fiscal limits has intruded into that fantasy.

Congestion results from the unreasonable expectation that one can drive alone during peak periods at speeds similar to off-peak periods. There is not enough capacity in the roads for most of us to drive alone, and no realistic way to deliver that capacity. The fact that it is literally impossible to satisfy the peak-period demands of solo drivers has been entirely ignored: the State has spent many billions of dollars in a futile attempt to do so.

Our solo-driving-based transportation system cannot cope with mass numbers of travellers. Peak-period travel is inherently different from off-peak travel. By its very nature, peak-period travel is mass transportation. This obvious fact has been overlooked, due to the pervasiveness of American individualism. For the Scoping Plan to be able to successfully remake transportation into a climate-supportive sector, it will have to dive deeply into this cultural dimension and help shape reality-based expectations.

The status quo response to congestion is "We need more pavement..." Creating incentives to stimulate a massive increase in carpooling is never raised as a serious alternative. From the perspective of cost, this is exceedingly foolish. From the standpoint of both climate and congestion, this latter approach is the only realistic way forward. Smartphone apps can now mitigate the inconvenience of carpooling with strangers by offering real-time ridematching and online incentives.

We caution ARB to avoid the pitfall presented by electric vehicles. While we are enthusiastic EV supporters, we recognize that the state is challenged by two distinct transportation problems: the need for a large reduction in GHG emissions from motor vehicles, and peak-period congestion in metropolitan areas. While EVs are an excellent and fast solution for the first challenge, overly focusing on them will only exacerbate the second. That's why the Scoping Plan needs to not only promote EVs but also heavily incentivize carpooling, end the spread of suburban subdivisions and provide support for infill and TOD.

Electric Vehicles

Rebates will continue to be needed to support the increase in electric vehicle market share, until the adjusted prices for these vehicles are roughly similar to those for gas vehicles. The adjustment is the subtraction of the cost differential between gasoline at \$4.00 a gallon and electricity at the CEC estimated price, for the life of the battery.

We continue to be dubious as to the need for public investment in charging stations. Regulations calling for the provision of conduit stubs in newly constructed residential parking should provide a cost-effective pathway for the future installation of charging at home, the location where we expect the vast percentage of charging will be done. Spending public dollars on charging stations must be based on more substantive than countering "range anxiety." Unless data prove otherwise, we will continue to believe that families will purchase EVs as second cars for commuting, where the range is well-known and planned for, eliminating the anxiety. Long-distance trips in EVs will be relatively rare, necessitating a lower public investment in charging than is now planned.

Connected Vehicles

Connected Vehicles were developed in response to congested conditions, which result from excessive solo driving. The technology assumes continuing unquestioning support for driving alone. Autonomous vehicles will increase utilization of the drive-alone (driven-alone?) vehicle, thereby leading to large increases in VMT, GHG emissions and congestion. The very large private and public investments that will be required for national implementation of these technologies need to be considered in this context.

Hydrogen Fuel Cell Vehicles

TRANSDEF continues to be dubious about the relative benefits of the hydrogen fuel cell path to powering light-duty vehicles, when compared with the battery path. It requires building an entirely new distribution network at tremendous cost. The electric grid is already in place and its upgrade costs can be piggybacked upon. In the absence of a head-to-head comparison of life cycle system costs, we can only see this program as a quaint holdover from a former Governor.

High-Speed Rail

TRANSDEF is a strong supporter of cost-effective High-Speed Rail (HSR) and believes HSR should be a centerpiece for the Scoping Plan. However, the political origins of the CHSRA project design guarantee that it will fail. We fully expect that CHSRA's project will never carry a single passenger, despite the expenditure of over a billion dollars on planning and design.

The inclusion of the CHSRA project is an aberrant part of the previous Scoping Plans. Unlike all the other measures, there is no scientific analysis of the claimed HSR emissions reductions--only a puff piece by the project sponsor that omits major sources of emissions. Replacing the science are glowing testimonials from high State officials, including the Board's Chair. There is no scientific justification for allocating GGRF to the CHSRA project. Clearly, CHSRA's HSR is a GHG emissions reduction measure only because the Governor says it is. TRANSDEF is currently litigating this issue with ARB.

The Scoping Plan Update will be inadequate to justify the CHSRA project's eligibility for GGRF funding, unless ARB independently analyzes and opines on: 1). the relationship of the timing of the project's operational emissions reductions to the Executive Order targets; 2).the total construction emissions generated by the project, including the embedded emissions in construction materials such as cement; 3). whether CHSRA has a feasible plan to assemble the massive funding needed to complete its project; 4). the likelihood that CHSRA will be able to adhere to its announced timeline; and 5). whether enforceable commitments ensure that construction materials such as cement will be manufactured in California, so that they are regulated under the State's Cap and Trade regime.

Locomotive Emissions

ARB could play a useful role commenting on USEPA regulation of diesel locomotives. Currently, Tier 0 locomotives are allowed to be completely rebuilt, with the brand-new locomotive exempt from Tier 4 regulations. There is no excuse for the resulting excessive PM emissions--they interfere with the State's black carbon SLCP program.

Freight Movement

The adequacy of roadway capacity for trucks and the emissions from congestion would disappear as an issue if the industry could be persuaded to shift all or most of its operations in metropolitan areas to nighttime.

System Efficiency

For transportation programs, please use a different phrase than System Efficiency. This is a phrase Caltrans has long used the phrase as a euphemism for the adding of highway capacity. Using faulty emissions models that ignore the inducement of new demand, it is claimed that increasing capacity causes reduced congestion and reduced emissions. It should be retired, along with the engineers that can't acknowledge the need to reduce VMT.

Sustainable Communities

The single most important thing that can be done to increase emissions reductions from Sustainable Communities would be to increase the regional GHG emissions reduction

targets, to make them actually generate reductions. While the decision to set regional GHG targets on a per capita basis is understandable, it is not understandable that the adopted targets were set lower than the projected rate of population growth. That guaranteed that compliance with the targets would result in an overall increase in GHG emissions. ARB bowed to the resistance of the MPOs in neutering the regional targets. ARB must not allow the MPOs to continue to drag their heels.

The development and planning professions have never done Transit-Oriented Development before, and the planning of recent projects shows that. Densities are too low, parking ratios are too high and transit service is inadequate to support a significant mode shift. ARB and its sister agencies need to make sure investments in Sustainable Communities result in actual mode shift and emissions reductions. A good starting point would be to require moderately-high minimum densities and lower-than-usual maximum parking ratios as conditions for GGRF grants.

We have just received our copy of Newman and Kenworthy's *The End of Automobile Dependence*, Island Press, 2015. It looks like it could become the Bible for the Sustainable Communities field.

Station Areas

The League of Women Voters of the Bay Area recognized the preciousness of transit station areas, and proposed they be protected by a Commission similar to the Bay Conservation and Development Commission. Where BCDC is tasked with protecting the State's interest in development along San Francisco Bay, the League thought that station sites needed to be protected from poor local decisions that ignore the interests of the State.

Station areas are unique and irreplaceable, due to the exigencies of where transit lines can be made to fit. They are urgently needed to site a large percentage of future jobs and housing in California. To succeed in the climate-change priority of making walking, biking and transit the preferred modes for most daily trips, the design of station areas is critical. Local governments and MPOs are not up to the task.

Local councils are so buffeted by the competing pressures to keep densities down and the need to generate sales tax (the fiscalization of land use) that they overlook the needs of the region and state. The Bay Area is a showcase for the bad planning of station areas: the City of South San Francisco approved a massive Costco big box store across the street from a BART station, thereby wasting most of the station's TOD potential. The region and Alameda County spent a billion dollars to create a transit-oriented community at Warm Springs. No one seemed to notice any problem with its center being a BART station with 2000 surface parking spaces.

Such approaches cannot remain the norm if the State is to reduce GHG emissions. Station areas will not be optimized under local control. A new institution needs to be created to ensure that local decisions are consistent with State policy.

Conclusion

TRANSDEF recognizes the difficulties faced by ARB in leading the charge towards low-carbon lifestyles. We appreciate this opportunity to comment on the Update to the Scoping Plan. We would be pleased to assist in the implementation of these ideas.

Sincerely,

/s/ DAVID SCHONBRUNN

David Schonbrunn,
President
David@Schonbrunn.org

Attachments

Sierra Club letter to ACTC
ACTC Response

cc: ACTC Board of Directors



San Francisco Bay Chapter

Serving Alameda, Contra Costa, Marin and San Francisco counties

20 September 2015

Chair Scott Haggerty and Members
Alameda County Transportation Commission
Suite 800
1111 Broadway
Oakland CA 94607

Via S. Suthanthira ssuthanthira@alamedactc.org

Re: 2016 Alameda Countywide Transportation Plan (CTP)

Dear Chair Haggerty and Members:

The Sierra Club is following the progress of the 2016 CTP and asks when the Alameda County Transportation Commission (ACTC) will be issuing a draft Environmental Impact Report as it proceeds with development of the 2016 CTP.

For your reference, here are four greenhouse gas (GHG) emissions targets from Plan Bay Area and Governor Brown's Executive Orders which seek to achieve in chronological order:

- 1) By 2020, a reduction in vehicle miles traveled per capita of 7%;
- 2) By 2030, a reduction of GHG emissions to 40% below 1990 levels;
- 3) By 2035, a reduction in vehicle miles traveled per capita of 15% %; &
- 4) By 2050, a reduction in GHG emissions to 80% below 1990 levels.

The current CTP (adopted in 2012) states that by 2035 vehicle miles traveled (VMT) will increase by 46% and that the county's population will increase by 28%. This means that VMT per capita will *increase by 14%*, not decrease by 15%. The 2013 Plan Bay Area has two VMT per capita targets relative to 2005—a 7% reduction by 2020 and a 15% reduction by 2035. Will the 2016 CTP lead to achieving these two targets?

Governor Brown issued Executive Order B-30-15 earlier this year. A part of the Executive Order states, "IT IS HEREBY ORDERED THAT 1. A new interim statewide greenhouse gas emission reduction target to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030 is established in order to ensure California meets its target of reducing greenhouse gas emissions to 80 percent below 1990 levels by 2050." Will the 2016 CTP lead to achieving the 2030 target?

Regarding the 2050 greenhouse gas emissions target, Governor Brown issued Executive Order B-16-2012 three months before the 2012 CTP was adopted. A part of this Executive Order states, “IT IS FURTHER ORDERED that California target for 2050 a reduction of greenhouse gas emissions from the transportation sector equaling 80 percent less than 1990 levels.” Will the 2016 CTP lead to achieving the 2050 target?

A July 16, 2015 memo to the ACTC Board about the 2016 CTP states the the 2016 CTP will “include components to address climate change responding to the Sustainable Communities and Climate Protection Act (SB 375), land use and transportation integration with the Priority Development Areas (PDA) and Priority Conservation Areas (PCAs), and Complete Streets policies.” What opportunities will there be for public input about addressing climate change and the Sustainable Communities Strategy with the 2016 CTP?

Caltrans’ draft California Transportation Plan 2040, on related matters, contains information about the policies and strategies that may be required to meet the 2050 greenhouse gas target. Receiving mention—by no means an exhaustive list—are:

- Doubling transit service and speeds;
- Making transit fares free;
- Prioritizing transit and high-occupancy vehicles over single-occupancy vehicles;
- Creating incentives for drivers of zero emission vehicles to add to their numbers;
- Aggressively expanding active transportation; &
- Avoiding the funding of projects that add road capacity & increase maintenance costs.

Will these sorts of policies and strategies that are set out in the draft California Transportation Plan 2040 be considered as the 2016 CTP is developed?

The July ACTC memo also notes, “State legislation mandates that the CTPs form the basis for the Regional Transportation Plan/Sustainable Communities Strategy and that the CTPs should consider the most recent RTP/SCS.” This makes it clear that the 2016 CTP will need to be more than an update to the 2012 CTP.

If you have any questions about this letter, please contact me at mwillia@mac.com. I look forward to receiving your response. Thank you for your consideration.

Sincerely,



Matt Williams
Chair, San Francisco Bay Chapter Transportation and Compact Growth Committee

cc: Association of Bay Area Governments
Metropolitan Transportation Commission
Chair, Chapter Executive Committee
Northern Alameda County Group
Southern Alameda County Group
Tri-Valley Group



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Executive Director

Arthur L. Dao

September 24, 2015

Mr. Matt Williams, Chair
Sierra Club San Francisco Bay Chapter
Transportation and Compact Growth Committee
2530 San Pablo Avenue, Suite I
Berkeley, CA 94702

Dear Mr. Williams:

This letter is in response to your letter dated September 20, 2015 to the Alameda County Transportation Commission (Alameda CTC) regarding the 2016 Alameda Countywide Transportation Plan (CTP) update currently underway.

Alameda CTC is developing the 2016 CTP following the CTP Guidelines approved by the Metropolitan Transportation Commission on September 24, 2014. The updated MTC's CTP Guidelines do not require county agencies to conduct their own environmental analysis. The projects and programs in the CTPs provide the basis of/input into the Regional Transportation Plan that goes through the environmental analysis process. In this regard, Alameda CTC's legal counsel confirmed that Alameda CTC's CTP is exempt from the California Environmental Quality Act analysis.

The vision and goals for the 2012 CTP were developed through a robust outreach process. They are still broad enough to address countywide and regional needs and reflective of current trends to guide development of a progressive CTP. Therefore, the Alameda CTC Commission reaffirmed the same vision and goals for developing the 2016 CTP in July 2015.

Alameda CTC is committed to facilitating transportation investments that proactively address climate change issues in its planning activities. For example, Alameda CTC's 2012 CTP includes a reduction of greenhouse gas (GHG) emissions by 24 percent by 2035. Also, the 2012 CTP reduced vehicle miles traveled by 20 percent points from 46 percent under existing conditions to 26 percent with the CTP investments, as shown in Attachment A for the plan period.

Similar to the 2012 CTP, the 2016 Alameda CTC plan will also go through a performance-based evaluation of projects and programs and analyses to demonstrate the proposed GHG reductions in the plan. While state emission reduction requirements do not directly apply to local agencies such as Alameda CTC, as with the 2012 CTP, Alameda CTC will develop a 2016 CTP that supports the adopted vision and goals shown below.

“Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities.

Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision making and measurable performance indicators and will be supported by these goals:

Our transportation system will be:

- **Multimodal**
- **Accessible, Affordable and Equitable** for people of all ages, incomes, abilities and geographies
- **Integrated** with land use patterns and local decision-making
- **Connected** across the county, within and across the network of streets, highways and transit, bicycle and pedestrian routes
- **Reliable and Efficient**
- **Cost Effective**
- **Well Maintained**
- **Safe**
- **Supportive of a Healthy and Clean Environment”**

Alameda CTC will be closely working with jurisdictions, transit agencies, and stakeholders in the coming months on the CTP. Public outreach will be coordinated closely with other outreach efforts that are underway at the agency to ensure strategic use of stakeholders’ time. A detailed schedule of CTP development will be posted on the website in October 2015.

If you have any questions, please feel free to contact Tess Lengyel, Deputy Director of Planning and Policy of Alameda CTC at 510-208-7428 or tlengyel@alamedactc.org.

Sincerely,



Scott Haggerty
Alameda CTC Chair, Alameda County District 1 Supervisor

Enclosure: Attachment A – Sustainable Transportation Solutions Fact Sheet

cc: Alameda CTC Commissioners
2016 CTP Project File

ALAMEDA COUNTY Sustainable Transportation Solutions

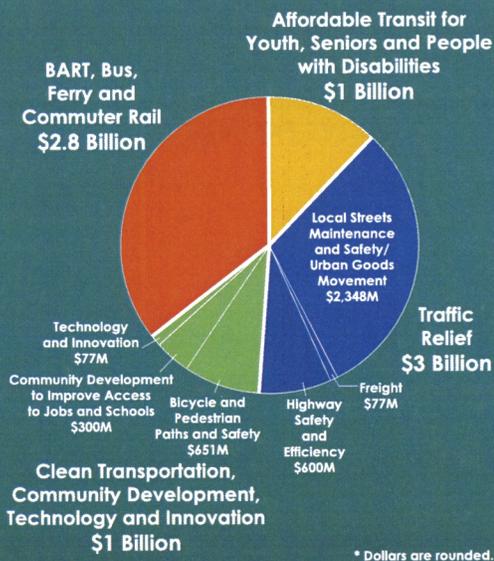


AN INCREASING DEMAND FOR TRANSPORTATION

Transportation investments are needed throughout Alameda County. As the population grows by over 30 percent in the next 30 years, and demand for transportation increases, without new funding Alameda County will experience more traffic congestion, suffer potential service cuts on buses and BART, and see more costly transportation services for youth, seniors and people with disabilities. The 2014 Plan will address Alameda County's needs, create jobs and support a sustainable future.

INVESTMENTS IN THE FUTURE

The measure on the 2014 ballot will fund projects in the 2014 Plan and will generate almost \$8 billion* for essential transportation improvements in every city and throughout Alameda County.



Sustainable Transportation Solutions

The 2014 Transportation Expenditure Plan (Plan) and ballot measure will go before voters in November 2014 to provide essential funding for transportation programs and projects throughout Alameda County that support an environmentally sustainable future.

Alameda County Plan funding opportunities

Summary of Investments	Funds Allocation* (\$ x million)
Affordable Transit for Youth, Seniors and People with Disabilities	\$964
Affordable youth transit to school and transit innovation	\$190
Affordable transit for seniors and people with disabilities	\$774
BART, Bus, Ferry and Commuter Rail for Reliable, Safe and Fast Services	\$2,768
BART station improvements and transit expansion	\$749
Bus operations, maintenance and rapid bus projects	\$1,548
Commuter rail improvements	\$432
Ferry services in Alameda County	\$39
Clean Transportation, Community Development, Technology and Innovation	\$1,028
Bicycle and pedestrian paths and safety projects and educational programs*	\$651
Community development projects to improve access to jobs and schools	\$300
Technology and innovation	\$77
Traffic Relief	\$3,025
City and county streets* (includes bicycle, pedestrian and urban goods movement)	\$2,348
Highway safety and efficiency	\$600
Freight and economic development	\$77
Total Investments (Year 2015 to 2045)	\$7,785

* Fifteen percent of city and county streets funding will support bicycle and pedestrian paths and safety improvements on local streets.
** Estimated funds from 2015 to 2045 are anticipated to be almost \$8 billion.

Investments throughout Alameda County

Affordable Senior and Youth Transportation

- Affordable and accessible transit for seniors and people with disabilities
- Affordable student transit pass program and Safe Routes to Schools

BART Improvements

- BART station improvements: Downtown San Leandro, Irvington, Lake Merritt, MacArthur, 19th Street, Oakland Coliseum, South Hayward, Warm Springs and West Oakland
- BART modernization and transit expansion

Better Bus Service

- Funding to AC Transit, Wheels and Union City Transit to increase/restore service
- East Bay bus rapid transit projects

Community Development and Clean Transportation

- Investments in local communities that improve transit connection to jobs, schools and housing
- Bay Trail, East Bay Greenway and Iron Horse Trail bicycle/pedestrian projects
- Commuter rail service enhancements (Capitol Corridor)
- Operations and maintenance funding for ferry services

Traffic Relief

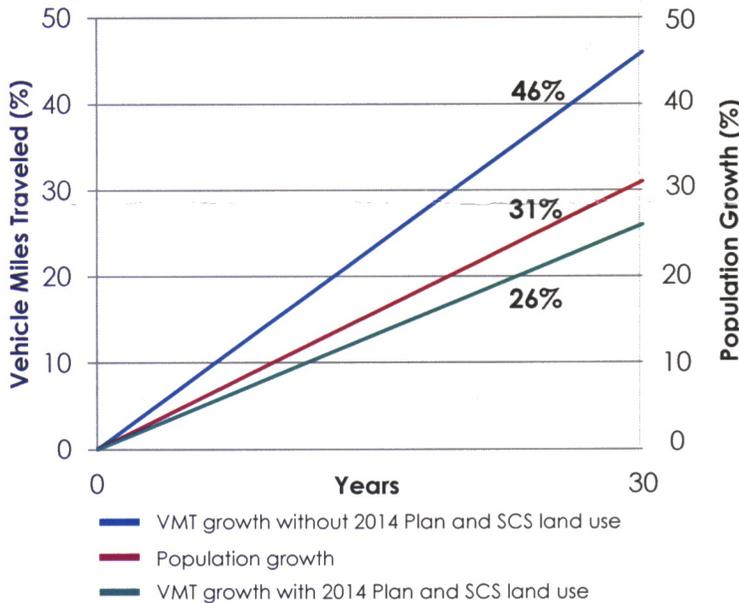
- Improvements on major commute corridors, interchanges and countywide freight corridors, including truck routes serving the Port of Oakland: I-80, I-580, I-680, I-880 and State Route 84
- Street repair, bridge construction and other safety improvements

2014 TRANSPORTATION EXPENDITURE PLAN SUSTAINABLE INVESTMENTS

2014 Plan will reduce vehicle miles traveled and greenhouse gas emissions

The projects and programs in the 2014 Plan are designed to strengthen the economy and improve quality of life in Alameda County, reduce traffic congestion, improve air quality and create jobs. Targeted investments will maintain existing infrastructure, improve safety, remove bottlenecks, enhance and expand BART, commuter rail, bus and ferry transit systems; keep fares affordable for seniors, youth and people with disabilities; and make it safer and easier to bike and walk throughout Alameda County. The 2014 Plan supports an environmentally sustainable future.

2014 Plan Reduces Vehicle Miles Traveled (VMT) (Population grows faster than VMT with 2014 Plan)



Change in Vehicle Miles Traveled

	Without SCS or CWTP (2010)	Countywide Plan (2010)	Current Analysis (2014)
VMT Change			
Trips Within Alameda County	33%	28%	26%
Trips To/From Alameda County	49%	40%	31%
Trips Through Alameda County	64%	56%	19%
Average	46%	38%	26%

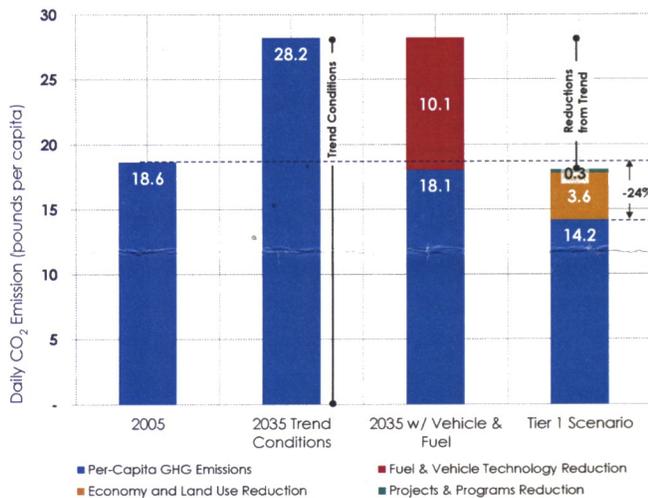
How does it go from 46% VMT growth to 26% VMT growth?

Sustainable Community Strategy land use	-8%
Implement Countywide Plan	-3%
Assume real increases in auto costs (gas, tolls, parking)	-3%
Update traffic growth rates outside Bay Area	-6%
Total	-20%

Plan Analysis Assumptions

	Without SCS or CWTP (2010)	Countywide Plan (2010)	Current Analysis (2014)
Population Change (30 years)			
Alameda County	30%	30%	31%
Other Bay Area	30%	28%	29%
San Joaquin County	62%	62%	44%
External Traffic Growth (30 years)			
Beyond Bay Area/San Joaquin County	124%	124%	29%
Auto Costs (2010 Dollars)			
Auto operating cost per mile	\$0.17	\$0.17	\$0.28
Toll bridge cost	\$3.24	\$3.24	\$5.00-\$6.00
Toll bridge cost - 3-person carpool	Free	Free	\$2.50-\$3.00
Parking costs	Fixed at base year levels in downtowns	Fixed at base year levels in downtowns	Increases based on density
Bicycle Network			
Bike lane attractiveness factors	Not included	Not included	Included
Off-street bike paths	Not included	Not included	Included
Bicycle travel on city streets	Included	Included	Included

Greenhouse Gas Emissions Decrease with 2014 Plan



Change in Greenhouse Gas (GHG) Emissions per Capita

	Without SCS or CWTP (2010)	Countywide Plan (2010)
Tons of GHG per Capita		
2005 Base	18.6	18.6
Change due to Growth	9.6	7.5
Change due to SCS Land Use Policy	0.0	-3.6
Change due to Projects & Programs	0.0	-0.3
Fuel & Vehicle Technology Reduction	-10.1	-8.0
Total	18.1	14.2
Change from 2005	-3%	-24%

STRICT ACCOUNTABILITY AND PERFORMANCE MEASURES ENSURE DELIVERY

The 30-year Plan includes strict accountability measures to ensure all \$8 billion for County transportation improvements are spent on approved projects. The 2014 Plan requires:

- ✓ **Open and transparent public processes** to allocate funds.
- ✓ **Annual independent audits.**
- ✓ **An independent watchdog committee** made up of people who live in Alameda County.
- ✓ **Annual compliance reports** distributed to the public that detail costs and how specific performance measures are met.